

**TRANSPORTATION INFRASTRUCTURE FINANCING  
ALTERNATIVES STUDY (TIFA)**

**BRIEFING PAPER**

Prepared for the  
January 2004 Transportation Commission Meeting

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**PURPOSE:**

Present to the Transportation Commission the results of the Legislative Oversight Committee's (LOC) study of Transportation Infrastructure Financing Alternatives.

**ACTION/OUTCOME:**

The Commission will be briefed by co-chairs Senator Haugan and Representative Jarrett on the work of the Committee and its findings and recommendations. The presentation is for information and no action is required at this time.

**BACKGROUND:**

The Legislature directed that a study of public-private partnerships in transportation be undertaken as part of the 2002 Supplemental Transportation Budget. The study analyzed barriers to private sector participation in transportation; the use of partnerships nationally; public-private opportunities in Washington State; and advantages and disadvantages of available financing options.

The twelve member LOC was co-chaired by Senator Mary Margaret Haugen and Representative Fred Jarrett. Other members included Representatives Mike Cooper, Jeanne Edwards, Doug Ericksen, Brian Hatfield, Beverly Woods, and Senators Jim Horn, Karen Keiser, Larry Sheahan, Tim Sheldon and Dan Swecker.

The TIFA LOC met in six half-day sessions throughout 2002 and three more times in 2003 following the adjournment of the legislative session. The meetings featured experts from the public and private sectors that spoke on all aspects of innovative financing in Washington State, other states and British Columbia. Some members visited other states to meet with officials to learn more about actual projects. Five members attended a Transportation Research Board conference on national innovative financing applications.

**DISCUSSION:**

The co-chairs will discuss the findings and recommendations:

- Reduce the costs of project delivery
- Recover transportation investment costs
- New revenue opportunities
- Transportation debt policy
- Impose Tolls
- Market-based pricing
- Expand Regional Transportation Districts
- Business investment in state transportation infrastructure
- Future public-private partnership program

**RECOMMENDATION:**

None required at this time

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